

### **Abstract of the Invention**

In a fault detection logic for an engine controller for the detection of too low or too high a thrust relative to an intended positive or negative acceleration, the positive or negative error of the engine pressure ratio and the positive or negative acceleration of an engine shaft are simultaneously compared with a specified threshold, with the simultaneously determined transgression of both thresholds safely identifying a loss of thrust control. Disturbances caused by engine surge or signal noise are eliminated.